

The China Mail.

Established February, 1846.

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HONGKONG, THURSDAY, APRIL 29, 1886.

日六月三月戊丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.
LONDON:—F. ALGER, 11 & 12, Clement's Lane, Lombard Street; E. C. GEORGE STUART & CO., 39, Cornhill; GORDON & GOTH, 22, Queen Street; E. C. BATES & CO., 31, Walbrook; E. C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.
SAN FRANCISCO and American Agents generally:—BEAT & BLACK, San Francisco.
SINGAPORE, STRAITS, &c.—SAVIL & SONS, Singapore; C. HEINSSEN & CO., Madras.
Ceylon.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.
CHINA:—MACAO, F. A. DE CRUZ, SANTO, Quincas & CO.; AMY WILSON, NEWHALL & CO., Foochow; HEDGE & CO., Shantung; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked *On H. K. Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, May 7, 1886.

754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000
PAID-UP £500,000

REGISTERED OFFICE,
40, THREADEEDELL STREET, LONDON.

BRANCHES:
In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—

Fixed for 12 months, 5 per cent. per annum.

" 6 " 4 "

" 3 " 3 "

On Current Deposit: Accounts 2 per cent.

per annum on the daily balance.

APPROVED CLAIMS on the Oriental Bank Corporation, in Liquidation, or the Balance of such Claims, purchased:—

1.—An immediate Payment in Cash of not less than 90% for the whole Claim.

2.—At 100%, Payment being made in Fully paid Scrip of the Corporation's 3% per cent. Perpetual Debenture Stock, carrying interest from date of issue, and chargeable for Stock Warrants of \$100 with Half-Yearly Interest Coupons attached, on the Scrip being made up to any even multiple of \$100.

Holders of this Stock incur no liability whatever.

H. A. HERBERT,
Manager,
Hongkong Branch.

Hongkong, April 27, 1886.

853

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £7,500,000
RESERVE FUND £4,500,000
RESERVE FOR EQUALIZATION £500,000
OF DIVIDENDS £500,000
RESERVE LIABILITY OF PEOPLES
PROTECTORATE £7,500,000

COURT OF DIRECTORS.

Chairman—A. M. GROTE, Esq.
Deputy Chairman—M. GROTE, Esq.
C. D. BOTTOMLEY, Esq.
E. H. M. HUNTINGTON, Esq.
H. L. DALBYMPLE, Esq.
Hon. W. KESWICK, Esq.
H. HOPETT, Esq.
Hon. F. D. SASOON, Agent.

CHIEF MANAGER,
Hongkong, THOMAS JACKSON, Esq.
MANAGER,
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS—London and County
Bank.

HONGKONG
INTEREST ALLOWED.

On Current Deposit: Account at the rate of 2 per cent. per annum on the daily balance:—

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Orbets granted on approved Securities and every description of Banking and Exchange business transacted.

Orbets granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

J. JACKSON,
Other Manager.

Hongkong, February 27, 1886.

492

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NUSSEWANJEE RUTTON-JEE TATA, deceased, and Mr. DORABEE BURJORGE AVASIA (TATA), deceased in our Firm on the 1st October, 1883, and 7th November, 1885, respectively.

TATA & CO.

Hongkong, April 20, 1886.

792

NOTICE.

WE HAVE This Day OPENED a BRANCH of our Firm at SWATOW.

LAUTS & HAESLOOP.

Takow and Taiwanfu.

17th April, 1886.

813

NOTICE.

I HAVE ESTABLISHED myself as MERCHANT under the Name and Firm of DORABEE TATA & CO.

D. B. TATA.

Hongkong, April 20, 1886.

791

NOTICE.

I HAVE ESTABLISHED myself as ORIENTAL BANK CORPORATION IN LIQUIDATION.

PAYMENT OF 3RD DIVIDEND.

A THIRD DIVIDEND of 12½ PER CENT. on all CLAIMS against the Hongkong Branch of the ORIENTAL BANK CORPORATION, that have been approved by the Court of Chancery, will be paid on and after MONDAY NEXT, the 3rd May, at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED.

The 3rd Dividend is payable on all Claims on which a 1st and 2nd Dividend have been paid.

Creditors are requested to apply to the Bank for their Dividends and to produce the letter they hold from the Official Liquidator, admitting their Claims, in order that the payment of the 3rd Dividend may be endorsed thereon.

H. A. HERBERT,
Attorney for the Official Liquidator,
Ortental Bank Corporation.

2 Queen's Road,

Hongkong, April 27, 1886.

851

NOTICE.

ORIENTAL BANK CORPORATION IN

LIQUIDATION.

THEIR

ENTITLED

TO THE

3RD DIVIDEND.

THEIR

For Sale.

MACEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE
THE FOLLOWING
STORES.

York HAMS.

Roll BUTTER.

Toposin BUTTER.

French BUTTER.

Epp's COCOA.

van HOUTEN'S COCOA.

Picnic TONGUES.

MACKEREL in 5lb Tins.

RAISINS and CUKRANTS.

Crystallized FRUITS.

SAVORY & Moore's New Infant FOOD.
BARNES & Co.'s JAMS.

Potted MEATS.

PATE DE FOIS GRAS.

Swiss MILK.

BORDEN'S

CONDENSED MILK.

COOKING STOVES.

KEROSENE LAMPS.

WINES, &c.

GILBERT'S Sparkling SAUMUR, Pts. & Qu.

SACCOVE's MANZANILLA.

SACCOVE's Old Invalid PORT.

Old Bourbon WHISKY.

Burke's Old Irish WHISKY.

Royal Glendee WHISKY.

MARSALA.

&c., &c., &c.

THE USUAL ASSORTMENT

of
OILMAN'S STORES,
at the
Lowest Possible Prices
FOR CASH.MacEwen, FRICKEL & Co.
Hongkong, February 10, 1886.

FOR SALE.

JULES MUMM & Co.'s
CHAMPAGNE,
Quarts.....\$20 per Case of 1 doz.
Pints.....\$21 " 2 "

Dubos Frères & de Gornon & Co.'s
BORDEAUX CLARETS AND
WHITE WINES.

Baxter's Celebrated 'Barley Bro'
WHISKY, \$73 per Case of 1 doz.
GIBB, LIVINGSTON & Co.,
Hongkong, July 18, 1886.

1187

FOR SALE

500 BARRELS CEMENT, from TUNNEL
PORTLAND CEMENT WORKS, West
Thurrock.

In Lots to suit Purchasers.

Apply to

G. RAYNAL,
1, Stanley Street.

Hongkong, April 2, 1886.

671

NOTICES TO CONSIGNEES.

UNION LINE.

NOTICE TO CONSIGNEES.
FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship Lord of the Isles, Captain
Exdale, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and
to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignees' risk and expense, and no
Fire Insurance will be effected.

Optional Cargo will be forwarded on to
Japan, unless notice to the contrary be
given before Noon To-day, the 27th Inst.

All Claims against the Steamer must be
present to the Undersigned on or before
the 7th May, or they will not be re-
cognised.

RUSSELL & Co.,
Agents.

Hongkong, April 27, 1886.

845

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship Oxfordshire, Captain
Jones, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Undersigned for countersignature, and
to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignees' risk and expense, and no
Fire Insurance will be effected.

Optional Cargo will be forwarded on to
Japan, unless notice to the contrary be
given before Noon To-day, the 26th Instant.

All Claims against the Steamer must be
present to the Undersigned on or before
the 6th Proximo, or they will not be re-
cognised.

RUSSELL & Co.,
Agents.

Hongkong, April 26, 1886.

839

Notices to Consignees.

FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship Glenpole having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods, with the exception of Opium,
are being landed at their risk into the
Godowns of the Undersigned, whence and/or
from the Wharves or Borts delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
Noon To-day, the 27th Inst.

Cargo undelivered after the
3rd May will be subject to rent.

No Fire Insurance has been effected,
Bills of Lading will be countersigned by
JARDINE, MATTHESON & Co.

Hongkong, April 27, 1886.

841

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship Japan having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send in their
Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods from alongside.

Cargo impeding her discharge will be at
once landed and stored at Consignees' risk
and expense, and no Fire Insurance will be
effected.

Consignees are hereby informed that all
Claims must be made immediately, as none
will be entertained after the 3rd Proximo.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, April 27, 1886.

840

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship Greyhound having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send in their
Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods from alongside.

Cargo impeding her discharge will be at
once landed and stored at Consignees' risk
and expense, and no Fire Insurance will be
effected.

Consignees are hereby informed that all
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DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, April 27, 1886.

840

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

FIRST PRIZE MEETING.

THE COMPETITIONS will be Resumed
at 11 a.m. and 2 p.m. (weather per-
mitting) on SATURDAY, the 1st May.

After completion of the third competition,
the Seventh 'PRESIDENT'S CUP' will be
conferred. Three Cups will be given for
this event.

'Pool and Running Deer' SHOOTING,
OPEN TO ALL COMERS, will be continued
during the day.

Prizes will be distributed on the Ground
at 5 p.m.

By kind permission of Colonel FOSTER
and Officers, the Band of the 68th REGIMENT
will play during the Afternoon.

EDWARD OSBORNE,
Hon. Secretary.

Hongkong, April 29, 1886.

842

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship Japan having arrived
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Agents.

Hongkong, April 27, 1886.

840

NOTICE

This melancholy accident which occurred in the Harbour on Monday evening gives further proof, if any were needed, of the necessity for Government taking action to compel the owners of ferry passenger launches to make them safer as a means of conveyance than they are at present. Without exception, or with one or two exceptions at the most, the public ferry launches are totally unprovided with either rail or guard round the sides, and this, too, when the bulwarks, at the most two feet or a foot and a half high from the level of the deck, are constantly used by the passengers afloat, very frequently no other portion of the launch being available. It is true that there are stanchions placed at intervals round the sides, but these are not always thought of when a person sits down, and the bulwarks, being below the natural balance of most people, the least jolt or lurch is apt to make one lose his equilibrium. We have heard of frequent instances of persons falling overboard in the same manner as the unfortunate Mr. Yeo did, luckily without the same unhappy result. It is almost certain that if there had been a rope rail round the *Fei Shui* the deplorable accident of Monday night would not have happened. We believe that all the Police and other Government launches are provided in this respect, and if this precaution be necessary with these craft, it is surely much more required on launches which are frequently uncomfortably overcrowded. Government, as much bound to take care of the public as its own servants, we therefore think that a peremptory order should be issued compelling all owners of public launches to provide some such safeguard as we have pointed out: like similar accidents to that of Monday evening will have to be recorded.

A JAPANESE native paper learns on the authority of the proprietor of a hotel in Yokohama that the number of foreigners visiting the Far East is on the increase, seven-tenths being English, two-tenths Americans, and the remainder French and Italians.

At the last meeting of the Singapore Debating Society, according to the *Straits Times*, some excellent speeches were made on the subject discussed, viz.—That Celibacy is preferable to marriage. The subject was warmly taken up by an enthusiastic member, but the motion was very strongly opposed and finally the opposition carried the day by an overwhelming majority. We trust that, if ever a debating society is started in Hongkong, it will not waste its time in unprofitable discussions of this nature.

The *Rangoon Times* of Friday, the 9th instant, says:—Mr. J. G. Scott, (Shway Yee) formerly headmaster of St. John's, arrived in Rangoon last Saturday by the mail steamer and proceeded on Monday evening via Prome to Mandalay for orders as to where he is to be stationed. He has received an assistant commissionership, and all who know him congratulate him heartily, and wish him every success. The weather is very hot in Mandalay, and many of those who are there are heartily wishing themselves back again in Rangoon.

THE Dali coast, says the local *Courant*, is left so unguarded and defenceless that there is nothing to prevent Achinese from landing to ransack lonely estates or burn seashore villages. The Achinese are pirates of so long standing not to risk striking a blow on a favourable opportunity pre-empting it for easily securing money, opium, and arms. Since the concentration of the men-of-war stationed on the coast in Achinese waters for the sake of economy, there is no check upon possible attacks by sea from Mojeaput and Langer. Where, year after year, Chinese pirates can make their appearance on the coast with impunity, there need be no difficulty in Achinese who are pirates by profession, doing what they like in an almost unguarded country with a Malay population too cowardly to fight.

In the Netherlands Parliament, attention has been called to the disadvantage Dutch vessels labour under in foreign ports owing to the scale of measurement for estimating their tonnage being so much higher than the English one, that they have to pay heavier harbour dues. Ship-owners in Holland complain that a vessel measured there at 770 tons is only 700 tons by the British standard of measurement. Hence in whatever port she enters she pays due on 770 tons, whereas a British one of exactly the same capacity pays only of 700 tons. The Dutch Government admits the justice of the grievance, but says that its own scale of measurement is fair, and suggests no remedy. The French Government also allows that the British scale is not accurate, but it sticks to the British system for all that. The consequence is that Dutch steamers cannot compete with British ones of exactly the same size in foreign ports. British vessels hence earn money. Dutch sister ships lose it, to the fair measurement upheld by the Netherlands authorities.—*Straits Times*.

An Inchon correspondent of the *Hochi Shinbo*, writing to that paper under date the 3rd instant, says that Mr. Denny, Adviser to the Korean Government, arrived there from Tientsin a few days ago. His monthly salary is one thousand yen, and is to be, according to report, partially paid by the Chinese Government. An extract from the paper says that the first section of the northern frontier; that the first section has been already surveyed and work will immediately be begun on it, and that it will be continued on the other sections a certain year's residence in that country he has never yet seen a good harvest. Not only, however, is there a natural dearth of cereals, but a peculiar policy of the Government with respect to taxation goes far to exacerbate the sufferings of the people.

There is a project among the officials to establish a company with a capital of \$300,000 for the direct export of the produce of the country, and the King is supposed to take a share in the undertaking. A probable feature of the company is that it will interfere with the exports of every sort of merchandise, under the protection of a law providing for the punishment of those who attempt to sell their goods to foreigners independently of the company's agency.

The *Shin Pao* of the 6th March, in a leading article on the necessity of immediate reform in Chinese Public Companies, refers to the anxiety of the English to prevent the German syndicate from monopolizing the construction of railways in China and makes the following appeal to Chinese capitalists:—“The English take measures with regard to the profit to be got in China far away, but we have not heard of any Chinaman coming forward to compete for it. Is not this due not to want of wealth and power, but absence of co-operation? Is the difference of opinion among the shareholders not the unfitness of the managers, that has caused more than ten or twenty per cent of the companies whose shares were so eagerly taken up some years ago, to prove unsuccessful. In consequence, foreigners are allowed to monopolize the gains of China without attempt at resistance. It is hard now to seek the constant improvement of trade. We are anxious about the general state of trade, and we trust that those engaged in it will struggle to reform it, not hating at once individual success nor coveting petty gains, but concentrating their energies on one object and devoting their minds to business. If they will do so, what difficulty will there be in outstripping foreigners, with the vast resources of China in extent, talent, and products, knowledge and ability are employed to the utmost, and heart and strength are combined?”

The story which Captain Clarke told of the mutiny on the ship *F. N. Thayer* has been discredited by those who knew the man and his long record of brutality at sea. The only punishment which he has ever suffered for it treatment that drove many good seamen to suicide was a brief term in the County Jail in this city for the horrors which he perpetrated on board the *Shen Yen*. Inspector Byrnes had doubts of the story of Clarke, and especially of the tale which he told of the drowning of the colored cook of the *Thayer*, Isaiah Burton, in Shanghai harbor. An investigation showed that two letters had been received in New York from Burton, and written to his niece, gave a graphic picture of the cruelty of the Captain, and stated that he was the only man left of the original crew which shipped from New York. In another letter to “Pop” Thompson, the sailor boarding-house keeper with whom Burton shipped, he gives further details of the voyage. He calls the ship “a hell-boat,” and adds: “I tell you this is the most miserable passage I ever made. There was a distinct difference. This, he said, seemed to prove that many islands of the present day were once part of the great mainland, because the fossils of ferns and animals are found in some of the rocks of Japan which were proved by Professor Nordenskjold to exist at the present time only in the Arctic regions. The lecturer also pointed out that Japan might probably have been part of the mainland, because by raising the bed of the sea between Japan and Korea some 900 feet it would become dry, and as a proof that it once was so, the lecturer pointed out the similarity of the animals and vegetables of Japan with those of China and Korea, whereas in Yezo, which was only separated by a narrow channel, but a very deep one, there was a distinct difference. This, he said, seemed to prove that through these Japan had grown considerably, for that almost all the islands belonging to Japan seemed to have been formed in that way. He also pointed out the influence these islands might have on navigation, which he illustrated by a compass needle, and showed how the stone of which many of these rocks were formed considerably attracted the needle, and that some of the shipwrecks which occur may be in some way caused by the changes and variations of the compass caused by the magnetic influence of these rocks.”—Japan Herald.

WRITING on the 24th March, the San Francisco of the *Japan Mail* says:—“The contest between the President and the Senate has ended in a drawn battle. The former has authorized the Secretary of the Treasury to state in writing that no changes are on file in the departments against Republican officials who have been suspended; and it is assumed that the Senate, by way of recognizing the concession, will proceed with the work of confirmation without further delay. A new departure is indicated by Senator John Logan's resolution abolishing secret sessions of the Senate. The ‘executive’ session, with closed doors, is a venerable relic of the old past, which has survived its popularity as well as its usefulness. The theory of the British Parliament, upon which all our representative bodies are based, is that deliberations should take place if the Parliament so wills, with closed doors. The public used constantly to be excluded from the debates, and men have been sent to the Tower for daring to report them. Spectators were admitted on assurance only. In practice, in England, secret sessions long ago fell into desuetude, but they survived in this country in the case of the United States Senate. It is now proposed that confirmations and treaty ratifications, as well as other ‘executive business,’ shall be transacted in public. Senator Logan, who is an eager candidate for the Presidency, wishes to have the credit of effecting the reform.”

The case of railways is an example. Railways are as useful on land as are steamers at sea. By them grain-tribute could be transported expeditiously and conveniently, by them trade would be made cheaper and more regular, by them military forces and stores could be moved speedily. The construction of railroads has been frequently and earnestly urged by ministers to foreign countries and by great generals. The delay is not from fear of doing away with a defence against our foes, but from want of funds. Some propose a loan on the security of the Customs, repayable in ten or twenty years. Others argue that other nations desire to make railroads in China, that railroads will be made by Russians, English, and French in the North, West, and South, to connect with Chinese lines, and “one anathema will overthrow the whole dyke.” Therefore China should not act rashly or precipitately. If China can take the capital herself, then will the construction of railroads be advisable. For, if lines constructed on borrowed capital do not pay the interest on that capital is a burden. Moreover the machinery and the workmen have to be borrowed from foreign countries. The power of profit being given to others, it would be only natural that they would, in the greater their monopoly, the slower would be the construction of the line.

Yet a Japanese official newspaper announces that four main lines are to be immediately built, Li Hung-chang having got the Imperial sanction to build them; one from Pekin to Tientsin; one from Tientsin southwards by Shantung, Kiangsu, and Nanking; a third from Nanking to Shanghai and Canton to Nanning and other points on the southern border; that the first section has been already surveyed and work will immediately be begun on it, and that it will be continued on the other sections a certain year's residence in that country he has never yet seen a good harvest. Not only, however, is there a natural dearth of cereals, but a peculiar policy of the Government with respect to taxation goes far to exacerbate the sufferings of the people.

There is a project among the officials to establish a company with a capital of \$300,000 for the direct export of the produce of the country, and the King is supposed to take a share in the undertaking. A probable feature of the company is that it will interfere with the exports of every sort of merchandise, under the protection of a law providing for the punishment of those who attempt to sell their goods to foreigners independently of the company's agency.

It appears from the home papers that a new German law has been promulgated by which the ordinary court's stippling fees, which amount to £1 per ton, are henceforth to be abolished. Fees henceforth are to be paid to German consuls only for actual services rendered.

On the evening of the 26th March, in the Public Hall, Yokohama, by permission of the Blue Recreation Club, Professor Milne delivered a lecture on the ‘Geology of Japan,’ under the auspices of the Yokohama Natural History Society, to a large and appreciative audience. The lecturer first dwelt on his own practical knowledge gained in his travels all over the world, and on the works of the various geologists who had preceded him in Japan. He then went on explaining the various strata of rock, and compared them with those in other parts of the world, pointing out their peculiarities and differences, and tracing their origin to certain distinct periods. In the course of his remarks the lecturer pointed out that the lower and harder rocks were first formed in a very remote period, that the second strata were formed by the wash and decay of these which were brought down by the rains, and that the upper strata were formed in a much later period. He also pointed out that the large plains now in existence were once entirely under water, and that the large ranges of mountains which existed were the only land above the waters, and that these mountains decayed the small pieces were washed down to the base and gradually formed soil and eventually plains; while as a proof that the climate of the universe has been materially changed since the formation of these plains, he pointed out that the fossils of ferns and animals are found in some of the rocks of Japan which were proved by Professor Nordenskjold to exist at the present time only in the Arctic regions. The lecturer also pointed out that Japan might probably have been part of the mainland, because by raising the bed of the sea between Japan and Korea some 900 feet it would become dry, and as a proof that it once was so, the lecturer pointed out the similarity of the animals and vegetables of Japan with those of China and Korea, whereas in Yezo, which was only separated by a narrow channel, but a very deep one, there was a distinct difference. This, he said, seemed to prove that through these Japan had grown considerably, for that almost all the islands belonging to Japan seemed to have been formed in that way. He also pointed out the influence these islands might have on navigation, which he illustrated by a compass needle, and showed how the stone of which many of these rocks were formed considerably attracted the needle, and that some of the shipwrecks which occur may be in some way caused by the changes and variations of the compass caused by the magnetic influence of these rocks.”—Japan Herald.

The *Shin Pao* of the 13th April has an article on the building of railways in China, of which the following is the gist:—“European nations fear no expenditure that is advantageous to their revenues or their people. The official and mercantile classes are actuated by such sympathy that they can combine their powers for the accomplishment of great and lasting undertakings. In China officials and merchants are separated by a vast difference in rank and position; and, although of late there is a show of joint-stock enterprise, it is only a beginning and liable to be doubted. Moreover the numerous failures in mining companies and the impossibility of recovering at law the thousands of hard-earned savings embezzled by a few rogues, have made it impossible for officials and merchants to concur and so vie with European nations.

The case of railways is an example. Railways are as useful on land as are steamers at sea. By them grain-tribute could be transported expeditiously and conveniently, by them trade would be made cheaper and more regular, by them military forces and stores could be moved speedily. The construction of railroads has been frequently and earnestly urged by ministers to foreign countries and by great generals. The delay is not from fear of doing away with a defence against our foes, but from want of funds. Some propose a loan on the security of the Customs, repayable in ten or twenty years. Others argue that other nations desire to make railroads in China, that railroads will be made by Russians, English, and French in the North, West, and South, to connect with Chinese lines, and “one anathema will overthrow the whole dyke.” Therefore China should not act rashly or precipitately. If China can take the capital herself, then will the construction of railroads be advisable. For, if lines constructed on borrowed capital do not pay the interest on that capital is a burden. Moreover the machinery and the workmen have to be borrowed from foreign countries. The power of profit being given to others, it would be only natural that they would, in the greater their monopoly, the slower would be the construction of the line.

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The best plan for building railways in China is with Chinese capital.”

defendant was a trader residing at 274 Queen's Road Central. On the 4th of April there were put up for sale by public auction two pieces or parcels of ground registered as Inland lot No. 191 A and section A of Inland lot 191 B. The plaintiff was the highest bidder for and was declared the purchaser of the site and the building thereon, his bid being \$14,100. He signed a memorandum of agreement of purchase and conditions of sale. On the same day the plaintiff and the defendant entered into an agreement for the ownership and management of the two pieces of ground; and it was agreed that the defendant should be the first instance to provide the greater portion of the purchase money, \$12,482, and the plaintiff about \$1,612.62; that the plaintiff should intend to build his house to a cost of \$10,000, and the defendant to the first instance bear the whole of the cost connected with the pulling down of the building standing on the property and the erection on the site of three houses, one on the Queen's Road and one on Jervois Street, according to the plan approved by the plaintiff and the defendant, the work to be done under the supervision of the plaintiff free of charge for such superintendence. It was agreed that the property should be held by the plaintiff and defendant in equal shares, and that the plaintiff should be responsible for the payment of the purchase money by each should be taken, and that if it was found defendant had paid more than that he should receive interest at the rate of 7 per cent from the date of the completion of the building and should receive the whole of the rents of the property by the plaintiff and defendant in equal shares, and that the plaintiff should be responsible for the payment of the purchase money by each should be taken, and that if it was found defendant had paid more than that he should receive interest at the rate of 7 per cent from the date of the completion of the building and should receive the whole of the rents of the property by the plaintiff and defendant in equal shares, and that the plaintiff should be responsible for the payment of the purchase money by each should be taken, and that if it was found defendant had paid more 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Intimations.

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Mails.

Merchant Vessels in Hongkong Harbour.

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Orders sent to the REPOSITORY will be punctually attended to.

Hongkong, February 17, 1886. 334

NOTICE.

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JARDINE, MATHESON & Co., General Agents.

Hongkong, July 27, 1885. 1202

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Hongkong, December 2, 1885. 2092

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NEWS AGENT, &c.

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SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR Runs DAILY as a FERRY BOAT between Padua's Wharf and Tain-Tsai-Tau at the following hours:—This Time Table will take effect from the 15th APRIL, 1886.

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Leave Kowloon 7.30 A.M. 7.00 P.M.

8.00 " 9.00 " 8.00 "

8.50 " 9.00 " 10.00 "

9.00 " 10.00 " 10.10 "

10.45" 12.30 P.M. 1.00 P.M.

12.45 P.M. 1.00 " 1.30 " 2.00 "

1.30 " 2.00 " 2.30 " 3.00 "

2.20 " 3.00 " 3.30 " 4.00 "

3.30 " 4.00 " 4.15 " 4.30 "

4.15 " 4.30 " 4.50 " 4.60 "

4.50 " 5.10 " 5.25 " 5.40 "

5.25 " 5.40 " 5.55 " 6.15 "

5.45 " 6.15 " 6.45 " 7.00 "

6.45 " 7.00 " 7.15 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast Cities.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the contractors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

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WASHERMANS BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

China Mail Office.

SAILOR'S HOME.

ANY Coast-of-CHINING, BOATS, &c. Papers will be promptly received at the Sailor's Home, West Point.

Hongkong, July 26, 1886.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent, not premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881. 938

NOTICE.

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(FIRE AND LIFE.)

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THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, or Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposal or any other information, apply to

ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 1000

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C. D. HARMAN, Agent.

Hongkong, April 24, 1886. 823

NOTICE.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

REV. ERNEST J. EITEL, PH.D., TURIN.

THIRD EDITION.

REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1886. 1000

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